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**Subject:**

FW: Bike Share - Options to adopt Peninsula stations for first/last mile use

**On Behalf Of** Adina Levin

**Sent:** Tuesday, April 07, 2015 10:07 PM

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**Subject:** Bike Share - Options to adopt Peninsula stations for first/last mile use

Dear Commissioners and Staff,

It is good to see that the Bay Area Bike Share program is overcoming the recent obstacles and planning to expand in San Francisco, San Jose, and the East Bay.

However, the current proposal would also de-fund the under-utilized stations in Redwood City, Palo Alto, and Mountain View. According to the staff report, cities would be able to pick up the cost of maintaining the kiosks, or to have them removed.

The decision to de-fund the Peninsula stations is being made despite the fact that Caltrain has a painful capacity crunch, and routinely denies service to passengers who use a bicycle for their first/last mile. Recent survey data shows that nearly 40% of people who bring bikes onboard Caltrain say they could use a bikeshare bicycle instead. This data suggests that targeted use of bike share has the potential to help mitigate Caltrain's capacity crunch, by enabling fewer people to bring space-consuming bicycles on board.

Currently about 15% of Caltrain's passenger base uses a bicycle for first and/or last mile. Bicycles are particularly helpful and commonly used with the Caltrain system because of the land use pattern in the Peninsula/South Bay, where many thousands of jobs are located within 1-3 miles from the Caltrain line - too far to walk, but an easy cycling distance.

However, the first phase pilot did not test the ability to use bike share bikes as a last mile solution in Peninsula cities. The model used to plan Bay Area Bikeshare is an urban model, with stations clustered close together in a densely populated area. The use of bikeshare as a last-mile connector to employment locations, playing a role similar to last-mile shuttles, was not tested in the pilot.

The MTC and Bay Area Bike Share have an opportunity to facilitate potential use of bike share as a last-mile solution. The staff report states that in the proposed new bike share agreement, that pricing will be made available for equipment and services on a per-dock basis. This means that cities and employers wanting to partner on last mile bike share -- the way they currently partner on last mile shuttles -- will be offered a package of services to purchase and a price tag for the package. When the Bay Area Bikeshare pilot was launched, employers that wanted to subsidize a bike share kiosk for their employees did not have a package to purchase, even though some wanted to do so at the time.

If MTC and the Bike Share program offer a priced package of services, and a timeline for availability, then cities, employers, and Caltrain can work together to assess the opportunity to adapt the bike share system as a last-mile solution.

It is true that a last-mile connector would be more expensive to operate than an urban system that gets used numerous times during the day. The key question is not whether the operating cost compares with an urban